

SEVEN EIGHTTY ONE AND TWO HUNDRED THIRTEEN  
U.S. POST OFFICE  
SAN FRANCISCO 94101

VF-213:PKH1C  
575B  
31 MARCH 1976

**ORIGINAL**

From: Commanding Officer, Fighter Squadron TWO ONE THREE  
To: Chief of Naval Operations (OP-05023)  
Subj: Historical Report for 1975 (OPNAV Report Symbol 5750-13)  
Ref: (a) OPNAVINST 5750.12B  
Encl: (1) Chronological record of Commander with periods of service  
      (2) Biography and photograph of Commander Francis X. Mezzadri  
      (3) Pertinent facts concerning command  
      (4) Chronological record of operations during 1975  
      (5) Basic narrative of operations, contributions and achievements  
      (6) History of Fighter Squadron TWO THIRTEEN, 1955-1975

1. In accordance with reference (a), enclosures (1) through (6) are submitted.

  
F. X. MEZZADRI

Copy to:  
CNO (OP-07B7)  
CINCPACFLT  
COMNAVAIRPAC  
COMPTAEWINGPAC  
COMELEVEN

**ORIGINAL**

**CHIEF & CHIEF COMMANDING OFFICERS**

CDR W. H. ANDERSON	1964-06-01	JUN 64 - FEB 67
LCDR E. M. SALEIG	1964-06-01	FEB 67 - DEC 68
CDR D. J. MATS	1964-06-01	DEC 68 - JUL 69
LCDR M. J. TURLEY	1964-06-01	JUL 69 - DEC 69
CDR E. C. THOMPSON	1964-06-01	DEC 69 - OCT 70
CDR D. S. EDGE	1964-06-01	OCT 70 - JUL 71
CDR W. F. McCULLOUGH	1964-06-01	JUL 71 - JUN 72
LCDR J. M. FITZHER	1964-06-01	JUN 72 - JUN 73
CDR A. D. CATRE	1964-06-01	JUN 73 - JUL 74
CDR A. T. ANDERSON	1964-06-01	JUL 74 - JUN 75
CDR W. R. O'CONNELL	1964-06-01	JUN 75 - JUN 76
CDR J. H. WILSON	1964-06-01	JUN 76 - JUN 77
CDR G. H. BARKALOW	1964-06-01	JUN 77 - JUN 78
CDR F. P. ANDERSON	1964-06-01	JUN 78 - JUN 79
CDR T. C. STEELE	1964-06-01	JUN 79 - JUN 80
CDR R. D. MITTHOFF	1964-06-01	JUN 80 - JUN 81
CDR J. M. LOCKHART	1964-06-01	JUN 81 - JUN 82
CDR R. L. GILBERT	1964-06-01	JUN 82 - JUN 83
CDR R. M. BROWNE	1964-06-01	JUN 83 - JUL 84
CDR R. T. NETSNER	1964-06-01	JUL 84 - DEC 85
CDR E. M. HEZZARD	1964-06-01	DEC 85 -

Environ Biol Fish (2007) 79:103–110

CHRONOLOGICAL RECORD OF OPERATIONS DURING 1978

1-11 JAN	ACM, AIC and FCILP training at NAS Miramar
12-14 JAN	CARGUALS in USS KITTY HAWK
15 JAN	Enrolleled one aircrew at TOPGUN Fighter Weapons School
16 JAN - 8 FEB	ACM and AIC training at NAS Miramar
9-16 FEB	Two aircrews in Project "Hawg Idea" at Hollis AFB
17-25 FEB	ACM competitive exercises and AIC training at NAS Miramar
26 FEB	Aircrew graduated from TOPGUN Fighter Weapons School
26 FEB - 7 MAR	Conventional Weapons Training and Proficiency Inspection at NAS Miramar
8-18 MAR	Integrated Weapons Systems Review at NAS Miramar
19-31 MAR	ACM and AIC competitive exercises at NAS MIRAMAR and ECM training on the China Lake Echo Range
1-8 APR	ACM and AIC competitive exercises and FCILP training at NAS Miramar
9-28 APR	Weapons Training Exercises and Operational Readiness Examination onboard USS KITTY HAWK (CV-63)
29 APR - 16 MAY	Low level navigation, bombing and FCILP training at NAS Miramar
17-20 MAY	Squadron onboard USS KITTY HAWK (CV-63)
21 MAY	Squadron deploys to WESTPAC onboard USS KITTY HAWK (CV-63)
22-28 MAY	Transit to Pearl Harbor
29 MAY	Arrive Pearl Harbor
29 MAY - 3 JUN	Carrier operations in Hawaiian OPAREA

2-3 JUN	Import Pearl Harbor
4-19 JUN	Transit to Subic Bay, R.P.
20-29 JUN	Import Subic Bay
1-7 JUL	Carrier operations in South China Sea OPAREA
10-19 JUL	Import Subic Bay
20-26 JUL	Carrier operations in South China Sea OPAREA
27 JUL - 7 AUG	Import Subic Bay
8-13 AUG	Carrier operations enroute Hong Kong
14-20 AUG	Import Hong Kong
21 AUG - 3 SEP	Carrier operations enroute Subic Bay
4-17 SEP	Import Subic Bay
18 SEP - 2 OCT	Carrier operations in South China Sea OPAREA
3-5 OCT	Import Subic Bay
10-17 OCT	Carrier operations enroute Yokosuka
18-24 OCT	Import Yokosuka
25 OCT - 5 NOV	Carrier operations in Sea of Japan and transit to Subic Bay
6-17 NOV	Import Subic Bay
18-23 NOV	Carrier operations in South China Sea OPAREA
24-26 NOV	Import Subic Bay
27 NOV - 2 DEC	Transit to Pearl Harbor
3 DEC	Import Pearl Harbor

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9-13 DEC	Transit to San Diego
14 DEC	Flyoff to NAS Miramar
15 DEC	Arrive North Island
16-17 DEC	Squadron moves to NAS Miramar
18 DEC	Squadron Change of Command at NAS Miramar
19-21 DEC	Aircraft transfer to VMFA-122 completed
22-31 DEC	Post deployment standdown

Enclosure 442

HISTORY  
OF  
FIGHTER SQUADRON TWO ONE THREE  
1955 - 1976

Fighter Squadron TWO ONE THREE's distinguished history began on 22 June 1955 when the squadron was commissioned at NAS Moffet Field. The now famous "Black Lion" insignia consisting of a lion surmounting the constellation Leo against the dark night sky was chosen to depict the courage and tenacity necessary to perform the squadron's mission in the environment in which we work. Assigned the dual and demanding missions of night/all weather air defense and special weapons delivery, the squadron was initially equipped with the McDonnell F-8H BANSHEE.

Following an extensive training period, the BLACK LIONS joined Air Wing TWELVE and departed for the Far East on board USS BON HOMME RICHARD {CVA-31} in early August 1956. Shortly after their return from a very successful cruise, the BLACK LIONS became one of the first Navy squadrons to receive the F-4D SKYRAY. This aircraft, then the Navy's finest all-weather interceptor, was a radical change from the BANSHEE both in performance and external appearance. At the time of its introduction to the fleet, the F-4D was the holder of several world speed and climb records.

Deploying aboard USS LEXINGTON {CVA-16}, the BLACK LIONS commenced the first of two WESTPAC cruises with the "Ford." Their return from the Far East in February 1960 marked the last operational deployment of the SKYRAY to the Far East.

Home again at Moffet Field, VF-213 swapped the F-4D for the McDonnell F-4H DEMON in March 1960. By November 1960, fully combat ready with their new aircraft, the BLACK LIONS boarded the USS HANCOCK {CVA-19} for their fourth deployment in as many years. Returning in June 1961, the squadron was shifted to NAS Miramar which was destined to become "Fighter Town" home of all "AJRPAC" fighter aircraft. In the various competitions which ensued, VF-213 immediately distinguished itself as the outstanding all-weather fighter squadron. In October of that year, with less than ten aircraft aboard, the squadron flew over 600 hours. A "missile shoot" at Point Mugu the following month established a new Pacific Missile Range record for squadron proficiency.

February 1962 found the BLACK LIONS once more bound for WESTPAC, again aboard USS HANCOCK {CVA-19}. The deployment was highlighted by participation in the United States initial support operations in Laos. Prior to their return to CONUS in June, all pilots had qualified as "Centurions" aboard HANCOCK. The next cruise in HANCOCK, June-December 1963

rang down the curtain on the DEMON and the BLACK LIONS commenced transition to the F-4 PHANTOM shortly after returning to Miramar. The squadron was assigned a unique version of the PHANTOM, the F-4G, containing data link equipment compatible with shipboard and airborne Tactical Data Systems. An eighteen month training and evaluation period followed during which the BLACK LIONS pioneered and standardized much of the Tactical Data System operations in use today. The BLACK LIONS' first deployment in PHANTOMS, which commenced in November 1965 aboard USS KITTY HAWK (CVA-63), was a combat deployment in the Gulf of Tonkin. In addition to continued operational evaluation of the Tactical Data Systems, the squadron accrued another "First" in the evaluation of the Approach Power Compensator System while supporting United States commitments in North and South Vietnam. This deployment marked the first utilization of the F-4 as a conventional bomber, a role which was destined to mark the PHANTOM as the number one aircraft in the Navy, Air Force and Marine inventory. Returning on June 19, 1966, the BLACK LIONS traded their F-4G's for the latest F-4B's, again equipped with specialized electronic gear which required combat operational evaluation.

Midway through their short turnaround training period, the BLACK LIONS operating proficiency and accomplishments were recognized by the receipt of the Chief of Naval Operations Safety Award. In November 1966 we were aboard USS KITTY HAWK again heading for what was now a "hot" war in the Gulf of Tonkin. Notable among the many accomplishments were the destruction of a North Vietnamese "Colt" aircraft, the strikes against Haiphong, Hanoi, Van Dien, Than Hoa and the first United States Strike against the Mig base at Kep.

Late June 1967 found the BLACK LIONS back at Miramar readying themselves for their third consecutive combat cruise in less than two years. Despite heavy operating schedules and short turnaround periods, the outstanding readiness of the BLACK LIONS was amply evidenced by the TS-7 received during the Administrative/Material inspection conducted just prior to deployment. The second consecutive Chief of Naval Operations Safety Award presented to the BLACK LIONS reflected the spirit and competence of the entire squadron.

Leaving San Diego in November 1967, the BLACK LIONS arrived on the line the 23rd of December, remaining there until 21 February to set a new record for consecutive days on Yankee Station. During this period, the Squadron flew an unprecedented 1633 hours in 917 combat sorties. May 1968 marked the anniversary of our fourth year of PHANTOM operation, primarily in the combat area, without an operational accident; a period which we have flown over 20,000 hours and made 6800 carrier landings. This is a record un-equalled by any operational squadron and certainly envied by all of them. Official recognition of this performance

On 20 May 1968, the BLACK LIONS received their third consecutive Chief of Naval Operations Safety Award at ceremonies on the NAS Miramar parade ground shortly after returning to San Diego in June 1968.

After enjoying their first Christmas at home in four years, the BLACK LIONS departed San Diego aboard USS KITTY HAWK for their fourth consecutive deployment in the Gulf of Tonkin. Despite the cessation of bombing in North Vietnam VF-21B maintained a high tempo of flight operations both in the Gulf of Tonkin and the Yellow Sea, flying 1897 sorties for 3741 flight hours and expending nearly 1000 tons ordnance.

Returning to CONUS in September 1969, the BLACK LIONS began their transition to the F4J, a more powerful and sophisticated version of the PHANTOM II. After completing months of arduous training in all phases of F-4 flying, VF-21B once again moved aboard the USS KITTY HAWK. In November 1970, the ship and air wing departed for another extended deployment in the Southeast Asia war zone. During the cruise, the squadron flew hundreds of missions against the Ho Chi Minh Trail in Laos. The BLACK LIONS also supported the South Vietnamese thrust into Laos and participated in several protective reaction strikes into North Vietnam. For its efforts, the squadron was awarded the Navy Unit Citation and, for its outstanding safety record, it was awarded its fourth Chief of Naval Operations Safety Award on returning to CONUS.

After a short and hectic turnaround, the squadron deployed again in USS KITTY HAWK on February 17, 1972 in support of U. S. withdrawal. During the deployment the BLACK LIONS continued to set records. The squadron's aircrews flew over 2100 missions and dropped over 1200 tons of ordnance with seven aircrews accumulating more than 300 missions each. During the deployment the BLACK LIONS also spent a record 183 days on the line.

The year of 1973 gave VF-21B a well-deserved long turnaround and training cycle. In April, after a four month ACE program, the squadron traded their twelve aircraft to VF-121 in return for twelve VTAS equipped aircraft. The new aircraft gave the BLACK LIONS the most advanced dogfight capability and versatility available in the F-4d. In November, VF-21B reduced its inventory to ten aircraft in accordance with the new CV carrier concept requirements and deployed aboard USS KITTY HAWK for the BLACK LIONS eighth WESTPAC cruise. Highlights during the cruise included participating in a firepower demonstration for the Shah of Iran, crossing the Equator enroute to Bombay, Kenya, and visiting the Foreign ports of Singapore, Manila, Mombasa, and Hong Kong.

Returning from WESTPAC in July of 1974, the BLACK LIONS spent six hectic weeks preparing for a two month deployment onboard USS AMERICA (CVA-66) in support of the NATO conducted exercise Northern merger. Returning to Miramar in October of 1974, the BLACK LIONS began a rigorous seven month turn-around and training cycle in preparation for their ninth deployment to WESTPAC onboard the USS KITTY HAWK (CV-63). From May until December 1975, VF-213 conducted flight operations in support of exercises in the South China Sea and the Sea of Japan. Now back at Miramar, the BLACK LIONS are enthusiastically beginning their transition to the F-14 TOMCAT.

## BASIC NARRATIVE OF OPERATIONS, CONTRIBUTIONS AND ACHIEVEMENTS

### OPERATIONS

The beginning of calendar year 1975 found VF-213 preparing for its upcoming CARMAL refresher training onboard USS KITTY HAWK (CV-63) off the coast of San Diego. This refresher training included nightly Field Carrier Landing Practice (FCLP) sessions to prepare all of the aircrews for their upcoming carrier work. During 12-14 January the aircrews of VF-213 completed both day and night carrier refresher landings. During the remainder of January VF-213 continued the vigorous ACM syllabus, utilizing both over-water areas and the Air Combat Manuevering Range (ACMR) near Yuma, Arizona. In addition, night time air intercept and instrument missions were flown to keep all aircrews proficient.

### FEBRUARY

February began with two aircrews participating in the CNA project "Have Idea" at Nellis AFB. Continuing their ACM training program, the Black Lions flew against the F-8, F-5, T-38, A-4 and TA-4 aircraft. In addition, the Black Lions introduced themselves in aerial combat against the F-14 TOMCAT. Midway through the month, competitive exercises were begun in the ACM arena. Night time air intercept missions continued throughout the month to prepare aircrews for upcoming competitive exercises. Finally, the end of the month found VF-213 aircrews and maintenance personnel preparing for their upcoming conventional weapons training and proficiency inspection (CWTFI).

### MARCH

The month of March was busy indeed, as the squadron's deployment to WESTPAC crept ever closer. During the first two weeks of the month the aircrews and maintenance personnel completed the CWTFI and began their Integrated Weapons System Review (IWSR). In connection with the IWSR, the squadron flew twelve sorties on the China Lake Echo Range testing the Phantom's ECM and DECM capabilities to verify ground tests performed on these systems. Throughout the month the Black Lions flew ACM and AIC competitive exercises, gaining 73 quals which included 71 individual Excellent Awards to aircrewmen for their performance. The end of the month found the squadron once again engaged in FCLP sessions in preparation for three weeks of work onboard USS KITTY HAWK prior to deployment.

## APRIL

April began with one week of intensive FCLP training at NAS Miramar. The remainder of the month was spent at sea onboard USS KITTY HAWK off the coast of San Diego preparing for the squadron's upcoming deployment. During the Weapon's Training Exercise (WEPIRAEX) and Operational Readiness Examination (OREX) onboard USS KITTY HAWK the Black Lions flew both day and night, collecting over 150 day and 50 night arrested landings. Missions flown included carrier qualification, surface surveillance, air combat, alpha strike escort and live missile firing exercises. Throughout the at sea period the Black Lions demonstrated their readiness and excellence at performing all missions assigned.

## MAY

Returning to NAS Miramar in May for their last turnaround training prior to deployment, the Black Lions flew low level navigation and bombing missions. Utilizing published low level navigation routes and rated targets in the Imperial Valley, Black Lion airmen and maintenance personnel gained experience in performing their secondary mission of air to ground ordnance delivery. On 21 May, VF-213 deployed to the Western Pacific aboard USS KITTY HAWK. Following the short transit to Japan, the Black Lions conducted five days of air operations at sea in the Hawaiian OPAREA.

## JUNE

June was a training month for the Black Lions. The three week transit time from Hawaii to Subic Bay, R. P. saw little flying. During this transit one Black Lion section launched, intercepted and escorted a Russian Bear reconnaissance aircraft attempting to overfly the USS KITTY HAWK. The transit time was utilized by airmen for ground training. Maintenance personnel were kept busy working on the squadron's aircraft. Following the squadron's fly-in to NAS Cubi Pt., R.P. on 20 June, a few days were spent on import flight operations. The following week all Navy F-4 Phantoms were downed for seven days due to a stabilator horn problem.

## JULY

During the month of July the Black Lions spent two - one week time periods in the South China Sea OPAREA and spent a two week import period flying out of NAS Cubi Pt. During the at sea periods VF-213 flew primarily air intercept missions with some work on "War at Sea" problems. The import period was spent sharpening airmen Air Combat Manoeuvring skills. The ACM training was a much needed refresher since the squadron's airmen had not engaged in an intensive ACM syllabus since deploying. The Black Lion

Maintenance Department, during this and all import flying periods, kept airplanes up while shuffling men and material between USS KITTY HAWK, docked at Alava Pier, and NAS Cubi Pt. The excellence displayed during these maintenance efforts was greatly appreciated by all aircrews.

#### AUGUST

After flying import the first week of August, VF-21B departed for and conducted air operations while enroute to Hong Kong. The Black Lions returned to sea for two weeks of operations enroute to Subic Bay. During this period VF-21B, along with Carrier Air Wing ELEVEN, participated in Readex 1-76, a major war at sea exercise. During Readex 1-76, VF-21B was on a 24 hour alert S/15 posture. In addition to Combat Air Patrol sorties flown daily during this period the Black Lions intercepted and simulated destruction of inbound exercise aircraft simulating enemy fighters and bombers.

#### SEPTEMBER

Returning to NAS Cubi Pt. early in September the Black Lions flew both ACM and air to ground missions during their two week import stay. The following two weeks were spent at sea operating in the South China Sea ?PAREA. Again, the primary missions flown were air intercepts, utilizing shipborne control to refine procedures to be used in the upcoming Sea of Japan operations.

#### OCTOBER

The first week of October was spent import Subic Bay. During this week the squadron's aircraft were kept aboard ship to allow maintenance to prepare the aircraft for the upcoming Sea of Japan operations. Following this import stay the Black Lions spent a week of flight operations enroute to Yokosuka, Japan. After a weeks stay in Yokosuka the Black Lions left for Subic Bay via the Sea of Japan. During the transit of the Sea of Japan the Black Lions successfully intercepted and escorted over a dozen Russian Badger aircraft attempting to overfly the USS KITTY HAWK.

#### NOVEMBER

Arriving at Subic Bay on 6 November, the Black Lions spent two weeks of import flying, preparing for their last line period in the South China Sea ?PAREA. Following the one week line period and three days import, the Black Lions began the long transit to CHUS aboard USS KITTY HAWK. During the transit the Maintenance Department prepared all ten of the squadron's Phantoms for the fly-off to NAS Miramar and subsequent transfer to VMFA-122.

## DECEMBER

Following the fly-in to NAS Miramar on 14 December and the subsequent arrival of all personnel the next day, VF-213 completed the transfer of all of its Phantoms to VMFA-122 by 21 December, after which all BLACK LION personnel spent a joyous holiday season with their families. The year closed with VF-213 looking forward to its upcoming transition to the F-14A TOMCAT.

### SPECIAL TOPICS

#### Safety 1975

1. Total Hours flown: 2405.6  
day: 1864.1  
night: 541.5

2. CVA Landings:

Day: 799  
Night: 225  
Total: 1024

3. Aircraft Accidents: NONE

### CONTRIBUTIONS/ACHIEVEMENTS

The BLACK LIONS of VF-213 were involved in a number of notable achievements and contributions during calendar year 1975. The year began with the squadron continuing its vigorous ACM and AIC turnaround training programs. The squadron's ACM training program included flights against the F-14, F-8, F-5, A-4, TA-4, and the T-38 aircraft. Included among the multitude of ACM missions flown were approximately forty missions conducted on the Air Combat Manuevering Range (ACMR) near Yuma, Arizona. In February, two aircrews participated in the CNO "Have Idea" project at Nellis AFB.

During February and March, ACM and AIC competitive exercises resulted in a total of 21 battle efficiency E's being awarded to BLACK LION aircrewman. These "E's" represented not only the efforts of the aircrews but also the efforts of the maintenance personnel in providing the necessary ready aircraft. March also saw VF-213 successfully completing its CUTPI and IWSR with above average results. Notable during the IWSR was the fact that VF-213 was the first fleet squadron to flight test the newest DECM systems. These flight tests were completed on the China Lake Echo Range.

The majority of the month of April was spent at sea, conducting the WEFTRAEX and ORE onboard USS KITTY HAWK. In addition to the squadron and the rest of Carrier Air Wing ELEVEN being evaluated on all aspects of shipboard operations, during which VF-213 was graded a close second among seven TACAFR squadrons, the squadron additionally performed an AIM-7L evaluation for VX-4. This evaluation consisted of SCAM compatibility and seeker head detection

checks in addition to airframe testing in the carrier environment. Approximately twenty five sorties were flown in this evaluation.

Deploying to WESTPAC in May onboard USS KITTY HAWK, the BLACK LIONS are justifiably proud of their many accomplishments and consistently outstanding performance exhibited during the cruise. These accomplishments can best be presented in the BLACK LIONS overall contributions to the success of the READIEX and Sea of Japan operations. During READIES, VF-213, along with her sister fighter squadron, was tasked with fleet air defense during a War at Sea scenario. Throughout the exercise VF-213 successfully completed all assigned intercepts, simulating destruction of all bogey aircraft. During the Sea of Japan operations VF-213 again exercised all personnel during around the clock alert operations. Through the professionalism of every man involved, VF-213 successfully intercepted and escorted every Russian aircraft to which they were assigned, despite the sometimes adverse conditions of heavy seas, cold weather, rain and low visibility.

The squadron is especially proud of the fact that every man that served in the squadron during the deployment returned home safely. As a shining example of the professionalism that made this possible, VF-213 was ranked first in CVB-11 landing grades for the entire deployment, with CDR Mezzadri and LTJG (b)(6) being presented the Golden Hook Award for the best individual landing grades during the entire cruise. This accomplishment was possible through the dedicated efforts of well trained aircrews flying well maintained aircraft.

Throughout the turnaround and cruise, VF-213 participated in a number of successful missile shots, during which thirteen AIM-7 and sixteen AIM-9 missiles were fired. Of these, seven AIM-7 and fifteen AIM-9 firings resulted in hits, with eight actually destroying BGM targets. Again, these successes were directly attributable to well maintained weapons systems and expertly flown aircraft.

Finally VF-213 is proud of the fact that throughout the year over thirty percent of its first term enlisted personnel were reenlisted. For this achievement the squadron was nominated by COMFITAEWINGPAC for the "GOLDEN ANCHOR" award.

All in all, 1975 proved to be a highly successful year for the BLACK LIONS of VF-213.

As of the Fighting BLACK LIONS feel without a doubt we are the Fleets finest, and well deserving of the selection to transition into the F-14 TOMCAT. The BLACK LIONS will accomplish in the F-14 what is now a proud historical record of F-4 PHANTOM achievements.

NAME

CDR Francis X. MEZZADRT

CDR James M. JACABITR

LCDR (b) (6)

LCDR

LCDR

LT (b) (6)

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COMMANDING  
EXECUTIVE  
MAINTENANCE  
OPERATIONS  
ADMINISTRATIVE  
ASST ADMINISTRATIVE  
SAFETY  
PERSONNEL SVCS/CAREER RETEN  
ASST MAINTENANCE  
MAINTENANCE CONTROL  
FIRST LT  
QUALITY ASSURANCE  
LINE DIVISION  
AIRCRAFT DIVISION  
AVIONICS/WEAPONS DIVISION  
COMMUNICATIONS OFFICER  
LEGAL  
ATC  
ARMAMENT

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Enclosure 4B

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AMEZ  
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: Enclosure 437

FLIGHTS SQUADRON TWO THIRTEEN  
USS SAN FRANCISCO 76601  
COMMANDING OFFICER'S BIOGRAPHY  
COMMANDER FRANCIS X. MEZZADRI

Commander Mezzadri began his Naval career in August 1957 as a Naval Aviation Cadet. After completing flight training in June 1959, he received his commission and was designated a Naval Aviator. His first tour of duty was with Attack Squadron ONE NINETY TWO (VA-192) at Naval Air Station Moffett Field, California. During this tour from May 1960 to January 1963, he made two Western Pacific cruises aboard USS BON HOMME RICHARD (CVA-31) while flying the A-4 "Skyhawk" aircraft.

Commander Mezzadri's first shore assignment was at the Naval Missile Center, Point Mugu, California, where, as a project pilot, he participated in the acceptance test firing of the Navy "Bullpup" air to ground missile. Eleven months later, in December 1963, he was accepted and received orders to the U.S. Navy Flight Demonstration Team "Blue Angels" where he performed in the F-11F "Tiger" until December 1966. His reassignment to sea duty was to Fighter Squadron NINETY SIX (VF-96) at Naval Air Station Miramar, California. Between June 1967 and July 1969, he made two Western Pacific deployments to Vietnam aboard USS ENTERPRISE (CVAN-65) flying the F-4 "Phantom". Following this tour he served as an instructor pilot and Training Officer in Fighter Squadron ONE TWENTY ONE (VF-121), the F-4 replacement squadron. In August 1970, he received orders to attend the U.S. Naval Postgraduate School at Monterey, California, where he received his Bachelor of Arts Degree in March 1972. Returning to sea duty, he served as Operations Officer for Attack Carrier Air Wing FIVE (CVW-5) deployed onboard USS MIDWAY (CVA-41) from the beginning of the 1972 Vietnam offensive until the cease fire in 1973. In July 1973, he reported to Fighter Squadron ONE TWENTY SIX (VF-126) at Naval Air Station Miramar, California where he assumed the duties of Executive Officer, flying the TA-4 "Skyhawk".

Commander Mezzadri reported to Fighter Squadron TWO THIRTEEN (VF-213) as Executive Officer in July 1974 just after the squadron returned from a Western Pacific deployment.

After spending a Western Pacific cruise as Executive Officer, Commander Mezzadri became the Commanding Officer of Fighter Squadron TWO THIRTEEN following ceremonies held aboard NAS Miramar in December 1976.

Commander Mezzadri, his wife, the former (b) (6) of (b) (6) and their two sons, (b) (6) and (b) (6) (b) (6) happily reside at (b) (6) (b) (6)